

Sandpoint Urban Renewal Agency
The City of Sandpoint

Amended Urban Renewal Plan for the
Northern Area
Sandpoint Urban Renewal Agency
Amended 2010

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CHAPTER 1: INTRODUCTION

SECTION 1 INTRODUCTION

A. Overview of this 2010 Urban Renewal Plan

This is the 2010 amendment and restatement to the 2005 Northern Urban Renewal Plan¹ referred to hereafter as the 2010 Plan. This 2010 Plan consists of the text and the following attachments:

- a) Description of the Project Area and Revenue Allocation Area Boundaries (attachment “1”);
- b) Project Area and Revenue Allocation Area Boundary Map (attachment “2”);
- c) Economic Feasibility Study for the Northern Urban Renewal Area (attachment “3”).
- d) Project evaluation criteria (attachment “4”).
- e) Map depicting Expected Land Uses and Current Zoning within Revenue Allocation Area and 2010 Project Area (attachment “5”).

The term “Project” is used herein to describe the overall activities defined in this 2010 Plan include both private and public development of property and activities to enhance economic development within the Urban Renewal Area. The term “Project” also refers to the specific activity or development identified in this 2010 Plan and included in Attachment “3” hereof. The term “Project” is not meant to refer to a specific activity or development scheme. Reference is specifically made to Idaho Code Section 50-2018 (J) for the various activities contemplated by the term “Project”.

In 2005 an urban renewal plan (hereinafter the “2005 Plan”) was prepared at the direction of the Sandpoint Urban Renewal Agency (the “SURA”) and utilized information gathered over a period of time including but not limited to a plan developed by the consulting team of Tom Hudson and Lorraine Roach and the City Council, City staff, Northern property and business owners and the Northern Sandpoint Business Association. The 2005 Plan was reviewed and recommended by the SURA, pursuant to the State of Idaho Urban Renewal Law, Chapter 20, Title 50, Idaho Code (the “Law”), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code (the “Act”), the Idaho Constitution, and all applicable local laws and ordinances.

This 2010 Plan provides the SURA with powers, duties, and obligations to implement and further the program for the redevelopment, rehabilitation, and revitalization of the area within the boundaries of the 2010 Amended and Restate Project area. This 2010 Plan amends the boundaries of the urban renewal project area to include an area referred to as the former LP Mill area accepted by City Council Ordinance No. 1222 on December 16, 2009. This 2010 Amended and Updated Plan provide updated financial information and additional statutory changes. The SURA retains all powers allowed by the Law and Act. Because of the long-term nature of the 2010 Amended and Updated Plan and the need to retain in the SURA flexibility to respond to market and economic conditions, property owner and developer interests, and opportunities from time to time presented for redevelopment, this 2010 Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established, and specific solutions will be proposed, and by which tools provided to the SURA to fashion, develop, and proceed with such specific plans, projects, and solutions.

Implementation of this 2010 plan will require public co-investment to help stimulate desired private development. Typically, the public will fund activities and enhanced public facilities like streets, sidewalks, parking facilities, public buildings such as City Hall, or plazas which, in turn, create an attractive setting for adjacent private investment. It is the intention of the Agency for much of the costs incurred by this plan to be funded by tax allocation financing, for a period not to exceed September 30, 2029.

¹ Many of the tables and exhibits from the original 2005 Plan are not repeated in this Amended and Restated Plan for ease of review and analysis. Additionally, much of the 2005 financial information and improvement list has been replaced or superseded. The original work for the 2005 Plan is available through the Sandpoint Urban Renewal Agency or the City of Sandpoint.

The proposed development and redevelopment of the 2010 Project Area as described in this plan conforms to the Sandpoint Comprehensive Plan 2009 (hereafter, the “Comprehensive Plan”) adopted by the City Council on February 11, 2009 Resolution No.09-03.

This 2010 Plan provides the SURA with powers, duties and obligations to implement and further the program generally formulated in this 2010 Plan for the redevelopment, rehabilitation, economic enhancement, and revitalization of the 2010 Project Area. The SURA retains all powers allowed by law. The SURA will encourage projects with those activities which comply with the Law and the Act and meet the overall objectives of this 2010 Plan.

The major goals of this 2010 Plan are including but not limited to:

- The strengthening of the economic base of the 2010 Project Area in the community by the installation of needed site improvements to retain current and to stimulate new commercial expansion, employment, and economic growth;
- The provision and improvement of streets, rights-of-way, and other public infrastructure and public facilities;
- The elimination of environmental deficiencies in the 2010 Project Area, including, among others, obsolete and aged building types, substandard streets or rights-of-way, inadequate and deteriorated public facilities and improvements;
- The strengthening of the tax base by encouraging private development, thus increasing the assessed valuation of properties within the Revenue Allocation area and the 2010 Project Area as a whole, and benefiting the various taxing districts in which the Urban Renewal Area is located;
- The provision for adequate land for parks and open spaces, pedestrian walkways, and parking facilities;
- The enhancement and improvement of transportation for pedestrians, vehicles, and bicycles in the Area;
- The planning, design, and development of undeveloped areas which are stagnant or inefficiently utilized;
- The establishment and implementation of performance criteria to assure design standards and environmental quality and other design elements which provide unity and integrity to the entire Amended Restated Project;
- The encouragement of funding of public art;
- The improvement of aesthetics in the Area;
- The assembly of land into parcels suitable for efficient, integrated development; and
- The accomplishment of all other things necessary and appropriate to arrest the impairment of sound growth, decay and deterioration.
- Extend maturity date to a period not to exceed September 30, 2029 (supported by Attachment 3)

The boundaries of the 2010 Project Area and the Revenue Allocation Area are described in Attachment “1”, which is attached hereto and incorporated herein by reference, and are shown on the 2010 Project Area and Revenue allocation Area Boundary Map attached hereto as Attachment “2” and incorporated herein by reference.

For purposes of boundary descriptions and use of proceeds for payment of improvements, the boundary shall be deemed to extend to the outer boundary of rights-of-way.

B. General Procedures of the SURA

SURA is a public body, corporate and politic, as defined and described under the Law and the Act. The SURA is governed by the various provisions of federal law and the laws of the State of Idaho including the Idaho open meeting law, the Public Records Act, the Ethics in Government Act, financial reporting requirements under Idaho Code Section 67-450(B), and the competitive bidding requirements under Chapter 28, Title 67, Idaho Code.

The SURA shall conduct all meetings in open session and allow meaningful public input as mandated by the issue considered or by any statutory or regulatory provision. Whenever in the 2010 Plan it is stated the SURA may modify, change, or adopt certain policy statements or contents of the 2010 Plan not requiring a formal amendment to this 2010 Plan as required by the Law or the Act, it shall be deemed to mean a consideration by the SURA board of such policy or procedure, duly noticed upon the SURA meeting agenda and considered by the SURA at an open public meeting and adopted by a majority of the members present, constituting a quorum, unless any provision herein provides otherwise.

SECTION 2 **Conformance with State and Local Requirements**

In 1994, the Local economic Development Act was amended to provide a new definition of properties and projects which could be considered under the authority of the Act. The Act also relies on the Urban Renewal Law, and it is the interplay between the two that empowers cities to use revenue allocation financing as a means of making improvements. The Act brings the benefits of the Urban Renewal Law to cities that experience a disadvantage in attracting business and commerce. The new definition provides that in border communities where areas of forty (40) acres or more can be determined to be “competitively economically disadvantaged,” an Urban Renewal Agency may designate the area as competitively disadvantaged and use a revenue allocation area to provide financing through the use of revenue allocation financing for public improvements which would enhance the area and thereby bring more commerce and business growth into the area and the community. The City of Sandpoint determined on May 18, 2005 pursuant to Resolution 05-29 as amended by 05-59, and 05-64, that the 2005 Project Area was a competitively economically disadvantaged area.

In addition, pursuant to Resolution 05-29 as amended, the City Council determined pursuant to Urban Renewal Law that one or more areas of deterioration exist as defined by Idaho Code 50-2018 (8) and (9) and 50-2903 (8). Pursuant to Resolution 05-29, the City of Sandpoint, as authorized by the Law, created the SURA.

In accordance with the Law, the 2005 Plan was forwarded by the SURA to the Planning Commission of the City of Sandpoint as required pursuant to Idaho Code 50-2008 (b). After review of the 2005 Plan, the Commission filed a recommendation with the City Council stating that the 2005 Plan was in conformity with the Comprehensive Plan of the City of Sandpoint. Said recommendation was made on October 4, 2005 and is incorporated herein by this reference.

Pursuant to the Idaho Urban Renewal Law of 1965, the City Council thereafter published due notice and held public hearing on the 2005 Plan on November 16, 2005. The City Council thereafter adopted the 2005 Plan on November 30, 2005 pursuant to Ordinance No. 1141 after making the requisite findings pursuant to Idaho Code 50-2008 (d) all of which incorporated herein by this reference.

SECTION 3 **HISTORY AND CURRENT CONDITIONS OF THE AREA**

SURA was created to be an urban renewal agency unique to Sandpoint, not to replicate other urban renewal agencies in other Idaho cities. It was created for the primary reason of funding critical infrastructure projects in Sandpoint which would stimulate economic development and arrest urban deterioration and obsolescence. These projects have been a top priority of the City of Sandpoint Council at least since 2002. Funding for these projects without the use of tax increment financing, has not been forthcoming. Since the adoption of the 2005 Plan, the SURA has invested approximately \$37,552 in public value creation efforts. The original objectives of the 2005 Plan remain to be achieved; reconstruction of Great Northern/Woodland roads.

The lack of development in the light industrial area zone west of the airport has been on the city's radar for some time. Although decades of poor market conditions certainly has played a role in the lack of business development in this area, it is common knowledge that lack of public services (water, sewer, storm water management, power) and the poor roads also played a significant role.

In 1999, the City brought sewer services to the east end of Woodland Drive through an LID and a Community Development Block Grant. That action made it feasible for Quest Air, then known as Packer Aircraft Company, and a few other smaller businesses to bring sewer and water services to properties these companies had purchased on the west and north side of the airport.

The re-construction of main arterials; Baldy Mountain Road, Great Northern Road, and Woodland Drive, and the provision of full service utilities, is obviously essential to the full development of light industry west of the airport. Such development has the potential to dramatically increase the tax base of the city and to create more jobs, but more importantly it increases the chances of Sandpoint to weather the next inevitable lull in economic activity. Diversity is just not a keynote for ecological health, but economic health as well.

The core ideas behind 2010 plan are:

- Market dynamics were reshaping the Northern area more or less negatively;
- The public infrastructure is inadequate and deteriorating;
- The Area includes the airport for the City of Sandpoint and Bonner County and it is predominately zoned Light Industrial. This Area is a likely and probable location for future commercial and industrial expansion of Sandpoint community activity.
- Many streets within the area are inadequate; portions of the area, such as Great Northern Road, Baldy Mountain Road, and Woodland Drive, are without curb, gutter or adequate sidewalks. Usage on the existing streets will far exceed their current capacity if further development occurs as expected in the area.
- The City of Sandpoint Comprehensive Plan bike path map proposes a path on Boyer Avenue, North Boyer Avenue, and Baldy Mountain Road. Removal of blight in the Area will enhance the experience and safety of those utilizing the trail.
- Undeveloped weed-covered vacant lots exist throughout this Area, acting as a drain on the City's resources through a decreased tax base and reduced tax revenues; many of these lots constitute a nuisance and are a social liability.
- Existing City sewer and water lines are inadequate to service the anticipated further commercial and public development.
- There are parcels of property in the area that lack safe and adequate street improvements necessary for their full development. It is necessary for the health, safety, and welfare that streets, sidewalks, and other public improvements be constructed or re-conditioned in this Area.
- That unless the aforementioned conditions are improved, they will substantially impair the growth potential of the City of Sandpoint and will constitute an economic and social liability.
- That improvement of property and City services in the Area is necessary and appropriate to facilitate the proper growth and development of the City in accordance with sound planning standards and the local community objectives.

This is an area within the City of Sandpoint which is a deteriorated or a deteriorated area as defined by Idaho Code Section 50-2018(h), (i) and 50-2903(b). Based upon the Conditions described above, and pursuant to Idaho Code Sections 50-2001, et. Seq. and 50-2901, et. Seq., there is a need for the 2010 Plan.

CHAPTER 2: DESCRIPTION OF THE 2010 PROJECT AREA and REVENUE ALLOCATION AREA

The boundaries of the 2010 Plan are described in Attachment “1”, which is attached hereto and incorporated herein by reference, and are shown on the 2010 Plan Area Boundary Map attached hereto as Attachment “2” and incorporated herein by reference.

For purposes of boundary descriptions and use of proceeds for payment of improvements, the boundary shall be deemed to extend to the outer boundary of rights-of-way.

CHAPTER 3: PROPOSED DEVELOPMENT ACTIONS

SECTION 1 GENERAL

The SURA propose to eliminate and prevent the impairment of sound growth, decay and deterioration in the 2010 Project Area by encouraging and/or undertaking some or all of the following actions as set forth in Attachment 3 hereof. Enhanced public value creation opportunities have been identified in this 2010 Plan-a blue print for development of specific actions for the Northern District.

Northern Revitalization: Complete the phased plan for Northern revitalization with the installation, construction, or reconstruction of streets, curb and gutter, sidewalks, streetscapes, design standards, utilities, parking facilities, recreation and park amenities, art, and other public improvements. In addition, SURA will support marketing efforts of the Northern area and promote the long term environmental sustainability of the area including:

- Workforce Housing: Providing a support role to assist the city achieve its vision for workforce housing in the community.
- Job Creation/Retention: Partnership efforts to facilitate job creation and job retention, including encouraging economic development in the light industry areas west and east of the airport; thereby creating more jobs and increased tax revenue
- Education: Provide a support role for educational opportunities.

In addition to the general actions outlined above, the City has identified additional and specific opportunities. These include but are not limited to the following:

- Redevelopment of the former LP Mill site (City of Sandpoint Resolution No: 09-65 dated October 21, 2009)
- Improvement of Baldy Mountain Road
- Participation in the wood-bio mass project/local alternative energy
- Participation in airport improvements (public/private participation including the FAA)
- Encourage viable education facilities as a core community value creation driver
- Support of housing opportunity within the districts (including workforce housing)
- Development and utilization of underdeveloped/underutilized City of Sandpoint properties and facilities
- Resolve Baldy Mountain Road-Boyer intersection and railroad crossing.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this 2010 Plan, the SURA is authorized to use all the powers provided in this 2010 Plan and all the powers now and hereafter permitted by law including but not limited to:

- The acquisition of certain real property;
- the demolition or removal of certain buildings and improvements;
- the participation by person or entities engaged in business or holding interests in property within the 2010 Project Area;
- the management of any property acquired by and under the ownership and control of the SURA;
- the provision for relocation assistance to displaced 2010 Project occupants if required by law and /or if deemed necessary by the SURA;
- the installation, construction, or reconstruction of streets, curb and gutter, sidewalks, streetscapes, design standards, utilities, parking facilities, recreation and park amenities, art, and other public improvements including but not limited to the operation and management of such facilities and the design and engineering of such facilities in conformance with the Law, the Act, and this 2010 Plan;
- the disposition of property for uses in accordance with the Law, the Act, and this 2010 Plan and commitment by those who are conveyed such property to redevelop the property in accordance with this 2010 Plan;
- the development and redevelopment of land by private enterprise or public agencies for uses in accordance with this 2010 Plan;
- the assembly of adequate sites for the development and construction of residential and commercial facilities and recreational opportunities;
- to the extent allowed by law, the lending or investing of federal funds to facilitate redevelopment;
- the construction of foundations, platforms, and other like structural forms necessary for the provision or utilization of air rights and sites for buildings to be used for residential, commercial and other uses contemplated by the 2010 Plan and to provide utilities to the development site as authorized by Idaho Code Section 50-2007 (j);
- encourage/secure marketing and entertainment activities for the Urban Renewal Area;
- extend the maturity date of SURA for a period not to exceed September 30, 2029; and
- all other action described in Chapter 1 of the 2010 Plan.

SECTION 2 **URBAN RENEWAL PLAN OBJECTIVES**

Urban renewal action is necessary in the 2010 Project Area to combat problems of deterioration and economic obsolescence as previously set forth in the 2005 Plan. Following the formation of the SURA in 2005 various areas of deterioration have been remedied by SURA action. However, numerous opportunities still exist for improving the economic viability of the Northern District.

Hence, the Urban Renewal Plan for the 2010 Project Area is a proposal for public improvements, to provide an improved environment for retail, residential, educational, public park, and commercial developments, to eliminate unsafe conditions, to assist potential owners and developers to assemble appropriate development sites where necessary through acquisition, demolition and disposition activities, and to otherwise prevent the extension of deterioration and reverse the deteriorating action of the area.

In coordination with the Idaho State Historical Society, consideration will be given to the preservation of structures of historic and architectural value within, or the moving of said structures outside, the 2010 Project Area boundaries where applicable.

The provisions of this 2010 Plan are applicable to all public and private property in the 2010 Project Area. The provisions shall be interpreted and applied as objectives and goals, recognizing the need for flexibility in interpretation and implementation, while at the same time not in any way abdicating the rights and privileges of the property owners which are vested in the present and future zoning classifications of the properties. All development under an owner “participation agreement” shall conform to those standards specified in Chapter 3, Section 5 of this 2010 Plan.

SECTION 3 **PROPERTY ACQUISITION**

The SURA may but is not required to acquire property to further its objectives. The SURA may acquire property by gift, devise, exchange, purchase, eminent domain, or any other lawful method. Such acquisition and subsequent disposition shall be made for development by SURA or private developer to achieve those objectives set forth herein. The acquisition shall be by a means authorized by the Law, Act, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The SURA is authorized to acquire a fee interest in property including structures and fixtures located thereon or any other interest less than a fee interest in real property.

Generally, the SURA intends to acquire any real property through voluntary or consensual gift, devise, exchange, or purchase. Such acquisition of property may be for the development of public improvements identified in this 2010 Plan for the assembly of properties for the redevelopment of those properties to achieve the objectives of this 2010 Plan. Such properties may include properties owned by private parties or public entities. This 2010 Plan does not anticipate the SURA’s widespread use of its resources for property acquisition.

SECTION 4 **USES PERMITTED IN THE PROJECT AREA**

The Project area is located entirely within an area designated by the Comprehensive Plan Map as “Business” and by the City Zoning Map as either “Commercial” or “Professional Office.” Given the nature of the Project, it will not affect or change the current or planned use of properties within the area.

Moreover, the Project will directly compliment many goals and policies of the Sandpoint Comprehensive Plan.

All construction, which is funded or partially funded by the SURA as a part of this 2010 Plan, will be required to meet all applicable city and state specifications. In addition, each project must meet any requirements made by the SURA as a condition of assistance. Such requirements may be in the form of additional performance and development standards. Construction may be by the Agency independently, or in conjunction with any other public or private entity.

Rehabilitation of dilapidated commercial structures is an objective of the SURA, in as much as the use of the structure complies with the plan and revenues available for assistance. Except in extenuating circumstances, private ownership retention will always be a priority for most projects undertaken by the SURA.

SECTION 5 **PARTICIPATION OPPORTUNITIES AND AGREEMENT**

A. Participation Agreements

The SURA may require owner participation agreements with owners of property, whenever the property owner seeks and/or receives assistance from the SURA.

As a condition of the owner participation agreement each Project must meet the following standards:

1. The Project must conform to applicable provisions, requirements, and regulations of this 2010 Plan. The owner participation agreement will meet the greater objectives of the Sandpoint Comprehensive Plan 2009, applicable zoning ordinances, and subdivision ordinances. All Project improvements must be physically safe and sound and enhance and improve the marketable condition of the urban renewal area for a minimum useful life of twenty (20) years.
2. All buildings or portions of buildings which are to remain within the 2010 Project Area shall be rehabilitated in conformity with applicable codes and ordinances of the City of Sandpoint.
3. Any new construction shall also conform to all applicable provisions, requirements, and regulations of this 2010 Plan and the applicable codes and ordinances of the City of Sandpoint.
4. Any renovation of existing historic structures may seek appropriate waivers of the existing city building code.

Participation agreements may also require participants to record documents to carry out the provisions of this 2010 Plan.

In the event a participant under a participation agreement fails or refuses to rehabilitate, develop, used, and maintain its property pursuant to this 2010 Plan and participation agreement, among other means of enforcing the participation agreement, the property or any interest therein may be acquired by the SURA and sold or leased for rehabilitation or development in accordance with this 2010 Plan.

Any assistance provided by the SURA may also require among other items that the property owner participate in the formation of a local improvement district to construct public improvements.

B. Subdivision Deviation and Impact Fee Consideration

A developer may request a deviation from the City's subdivision requirements pursuant to Municipal Code 16.32.

For development covered by an owner participation agreement or disposition and development agreement (as discussed in Part 3, Section 8), the SURA shall have the authority, but not the obligation to cooperate with the developer to apply for a credit or reimbursement of any impact fee, or for any refund of said fee assessed by any other governmental entity. The SURA shall also have the authority, but not the obligation, to consider paying all or part of such impact fees from revenue allocation proceeds to the extent allowed by law.

C. Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in planning, undertaking, construction, or operation of this 2010 Project. The SURA shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this 2010 Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The SURA may impose on all public bodies [as defined by Idaho Code 50-2-018 (3)] (50-2018) as allowed by law the provisions and controls contained in this 2010 Plan to ensure that present uses and any future development by public bodies within the 2010 Project Area conform to the requirements of this 2010 Plan. The SURA is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements within the 2010 Project Area to the extent that said land, buildings, facilities, structures or other improvements provide benefit to the 2010 Project Area.

The SURA specifically intends to cooperate to the extent allowable by the law with (1) the city of Sandpoint for the (a) acquisition of property, (b) construction of public improvements and public buildings, and (c) public park improvements. In the event the SURA is participating in the public development by way of financial incentive or otherwise, the public body may be required to enter into a participation agreement with the SURA and then shall be bound by this 2010 Plan and other land use elements.

The SURA, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The SURA, however, will seek the cooperation of all public bodies which own or intend to acquire property in the 2010 Project Area. Any public body which owns or leases property in the 2010 Project Area will be afforded all the privileges of an owner participant if such public body is willing to enter into a participation agreement with the SURA. All plans for development of property in the 2010 Project Area by a public body shall comply with the provisions of this 2010 Plan.

In order to maximize resources for urban renewal and economic development the SURA and the City Council of the City of Sandpoint intend to regularly review and revisit the vision and goals that were initially expressed in a plan developed by the consulting team of Tom Hudson and Lorraine Roach and the City Council, City staff, downtown property and business owners and the Downtown Sandpoint Business Association. The SURA intends to give an annual report to the City Council setting forth the goals and vision of the SURA and outlining the status of ongoing projects and new or proposed projects. The City Council may review and forward comments concerning the report to the SURA which the SURA may incorporate into the ongoing implementation of the 2010 Plan.

SECTION 6 **PROPERTY MANAGEMENT**

During such time such property, if any, in the 2010 Amended and Restate Project Area is owned by the SURA, such property shall be under the management and control of the SURA. Such property may be rented or leased by the SURA pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the SURA may adopt.

SECTION 7 **RELOCATION OF PERSONS (INCLUDING INDIVIDUALS AND FAMILIES), BUSINESS CONCERNS, AND OTHERS DISPLACED BY THE PROJECT**

If the SURA receives Federal funds for real estate acquisition and relocation, the SURA shall comply with 24 C.F.R. Part 42, implementing the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970, as amended. The SURA may also undertake relocation activities for those not entitled to benefit under federal law as the SURA may deem appropriate for which funds are available. Persons leasing property held for redevelopment (i.e. those tenants who commence tenancy after acquisition by the SURA) shall not be eligible for relocation benefits. In the event the SURA activities directly result in the displacement of families within the Area, the SURA shall relocate such displaced families into decent, safe, and sanitary dwelling accommodations without undue hardship to such families as required by law. For any other activity, the SURA will comply with the provisions of the Law regarding relocation.

The SURA reserves the right to extend benefits for relocation to those not otherwise entitled to relocation benefits as provided under the Act or the Law. The SURA may use guidelines promulgated by the Federal government, the State government, or local government, including the State Department of Transportation and highway districts as a reference for determining relocation benefits. The SURA may consider an award of relocation benefits on a rational basis, lump sum per case basis, analysis or replacement value basis or other reasonable basis. The SURA may adopt relocation guidelines which would define the extent of relocation assistance in non-federally assisted projects and provide uniform assistance to the greatest extent feasible.

For displacement of families, the SURA shall comply with, at a minimum, the standards set forth in the Law. SURA shall also comply with all applicable state laws concerning relocation benefits. If such a program is considered, it shall be adopted by resolution by the SURA Board.

SECTION 8 **DEMOLITION, CLEARANCE, AND BUILDING SITE PREPARATION**

A. Demolition and Clearance

The SURA is authorized (but not required) to demolish and clear buildings, structures, and other improvements from any real property in the 2010 Project Area as necessary to carry out the purposes of this 2010 Plan.

B. Preparation of Building Sites

The SURA is authorized (but not required) to prepare, or cause to be prepared, as building sites any real property in the 2010 Project Area owned by the SURA. In connection therewith, the SURA may cause, provide for, or undertake the installation or construction of streets, utilities, parks, pedestrian walkways, parking facilities, drainage facilities, and other public improvements necessary to carry out this 2010 Plan.

The SURA is authorized (but not required) to construct foundations, platforms, and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, commercial, private, public, and other uses provided in this 2010 Plan. To the extent allowed by the Law and Act, SURA may assist in the preparation of building sites by way of reclamation, remediation, or elimination of blighted or deteriorated conditions.

SECTION 9

REAL PROPERTY DISPOSITION AND DEVELOPMENT

A. General

For the purpose of this 2010 Plan, the SURA is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property under the reuse provisions set forth in Idaho Code Section 50-2011 and as otherwise allowed by law. To the extent permitted by law, the SURA is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding.

B. Disposition and Development Documents

To provide adequate safeguards to ensure that the provisions of this 2010 Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the SURA, as well as all property subject to participation agreements, is subject to the provisions of this 2010 Plan. The SURA shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this 2010 Plan.

C. Development by the SURA

To the extent now or hereafter permitted by law set forth in Idaho Code Section 50-2007, the SURA is authorized to pay for, develop, or construct any publicly owned building, facility, structure, or other improvement within the 2010 Project Area for itself or for any public body or entity, which buildings, facilities, structures, or other improvements are or would be of benefit to the 2010 Project Area.

In addition, the SURA is authorized to install and construct, or to cause to be installed and constructed, within the 2010 Project Area for improvements or facilities that are needed to support new development in the 2010 Project Area, for itself or for any public body or entity, public improvements and public facilities, including, but not limited to the following; utilities, pedestrian paths, traffic signals, landscaped areas, street improvements-including new access roads and streets, sanitary sewers, flood control facilities and storm drains, water mains, pumps, and reservoirs, parks and recreation facilities, improved railroad property use, civic centers, city hall, or the like.

Any public facility ultimately owned by the SURA shall be operated and managed in such a manner to preserve the public purpose nature of the facility. Any lease agreement with a private entity or management contract agreement shall include all necessary provisions sufficient to protect the public interest and public purpose.

D. Development Plans

All development plans (whether public or private) prepared pursuant to disposition and development or owner participation agreements, shall be submitted to the SURA for approval. All development in the 2010 Project Area must conform to the standards specified in this 2010 Plan.

CHAPTER 4: METHODS OF FINANCING THE 2010 PROJECT

SECTION 1 GENERAL DESCRIPTION OF THE PROPOSED FINANCING

State Law provides that urban renewal agencies have the power to finance urban renewal (redevelopment) activities and related costs. The SURA is authorized to finance this 2010 Project with financial assistance from the City, State of Idaho, Federal Government, interest income, SURA bonds, donations, loans from private financial institutions, the lease or sale of SURA-owned property, or any other available source, public or private, including assistance from any taxing district or public entity.

Agencies can issue both short and long term debt with existing and projected revenues. Urban renewal agencies typically utilize tax increment financing (TIF) as a financing tool, however other financing mechanisms can also be employed by the SURA including development contracts.

The SURA is authorized to obtain advances, borrow funds, and create indebtedness in carrying out this 2010 Plan. The principal and interest on such advances, funds, and indebtedness may be paid from any funds available to the SURA. The City, as it is able, may also assist the SURA financially for various public facilities.

The City or any other public agency may expend money to assist the SURA in carrying out this 2010 Project.

A. Tax Increment Funds

Tax increment financing is the principal method of financing the public costs of redevelopment. The assessed valuation at the time of adoption of the urban renewal plan becomes this base year value and is frozen at that level for the purpose of distribution of taxes to the various affected taxing entities (excepting schools). Each fiscal year, following the adoption of an urban renewal plan, the taxes generated by the assessed valuation that exceeds the base year level (known as tax increment) is paid to the urban renewal agency. The SURA in turn utilizes these funds for the repayment of debt incurred by the SURA in financing this 2010 Project. Because Projects do not generate tax increment revenue the first year that the Project is placed on the tax rolls initial Project costs must be provided from other sources

B. Participation with Local Improvement Districts

Under the Idaho Local Improvement District Code Chapter 17, Title 50, Idaho Code, the City has the authority to establish local improvement districts for various public facilities, including, but not limited to, streets, curbs, gutters, sidewalks, storm drains, landscaping, and other like facilities. To the extent allowed by the Law and the Act, the SURA reserves the authority to participate in the funding of local improvement district facilities.

C. Issuance of Debt and Debt Limitation

Any debt incurred by the SURA as allowed by the Law and Act shall be secured by revenues identified in the debt resolution or revenue allocation funds as allowed by the Act. All such debt shall be repaid within the duration of this 2010 Plan.

D. Joint Powers Authority

By agreement multiple public entities with common powers may form a Joint Powers Authority (J.P.A.) when it is to the advantage of those agencies to consolidate their forces to construct a public facility a joint exercise of power agreement must be approved by the participating entities.

E. Other Loans and Grants

Any other loans, grants, guarantees, or financial assistance from the United States, the State of Idaho, or any other public or private source will be utilized by the SURA if such funds are made available for projects authorized under the 2010 Plan

F. Economic Feasibility

Attachment “3” consists of the Economic Feasibility Study (“Study”) for the Urban Renewal Area prepared by the SURA. The Study constitutes the financial analysis required by the Act.

G. Assumptions and Conditions/Economic Feasibility

The information contained in Attachment “3” assumes certain completed and projected actions. Under the provisions of the Act, the revenue allocation shall continue until any bond debt or other obligation is satisfied. All debt is projected to be repaid no later than the duration period of this 2010 Plan. The total amount of indebtedness and the amount of revenue generated by revenue allocation is dependent upon the extent and timing of private development. Should all of the development take place as projected, indebtedness could be extinguished earlier, dependent upon the bond sales documents or other legal obligations. Should private development take longer to materialize, or should the private development be substantially less than projected, then the amount of revenue generated will be substantially reduced and those obligations may continue for their full term. The Study assumed appropriate escalation rates along with particular projects estimated to add value to the 2010 Project Area.

This 2010 Plan and attachments incorporate estimates and projections based on the SURA’s present knowledge and expectations. The SURA may modify the 2010 Project if the Board of Commissioners deems such modifications necessary to effectuate this 2010 Plan. This 2010 Plan proposes certain public improvements, including utility improvements, streetscapes, street improvements, storm water, which will facilitate development in the Revenue Allocation Area.

The proposed timing for the public improvements may be modified depending upon the availability of funds and the SURA’s ability to finance relevant debt obligations.

CHAPTER 5: MISCELLANEOUS

SECTION 1

ACTION BY THE CITY

The City will, to the extent authorized by law, aid and cooperate with the SURA in carrying out this 2010 Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes and objectives of this 2010 Plan. The City shall assist and support the SURA in preventing and eliminating the spread and/or recurrence of conditions causing blight in the 2010 Plan area. Actions by the City shall include, but are not limited to, the following:

1. Institution and completion of proceedings necessary for changes and improvements in private and publicly owned utilities within or affecting the 2010 Project Area.
2. Consideration of requests for re-zoning or other standards (if necessary) within the 2010 Project Area to permit the development authorized by this plan.
3. Consideration of appropriate site controls within the limits of this 2010 Plan through the use of special use permits or site plan review to ensure proper development and use.
4. Where possible, preservation of historical sites, and wetlands, shall have a high priority in achieving development objectives.

5. Performance of the above actions and all other functions and services relating to public health, safety, and physical development normally rendered in accordance with the schedule which will permit the redevelopment of the 2010 Project Area to be commenced and carried to completion without unnecessary delays.
6. If necessary, institution and completion of proceedings for the establishment of a Local Improvement District, or districts under Chapter 17, Title 50, Idaho Code.
7. Administration of Community Development Block Grants and/or other state/federal funds that may be available and are used for the purposes of this 2010 Plan.
8. The undertaking and completion of any other proceedings necessary to carry out the 2010 Plan.
9. Appropriate agreements with the SURA for administration, supporting services, funding sources, and other similar needs.

The forgoing actions do not constitute any financial commitment by the City. The Planning Commission and City Council will review recommendations of the SURA.

SECTION 2 **ENFORCEMENT**

The administration and enforcement of this 2010 Plan, including the preparation and execution of any documents implementing this 2010 Plan, shall be performed by the SURA with the assistance of the City.

SECTION 3 **DURATION OF THIS 2010 PLAN**

The duration of the various segments which make up this 2010 Plan for the Northern Revenue Allocation Area are as follows:

1. The non-discrimination and non-segregation provisions of this 2010 Plan shall be effective in perpetuity.
2. Other provisions of this 2010 Plan shall be effective until September 30, 2029.
3. The Revenue Allocation Area and its respective revenue allocation financing, under consideration by the City Council in 2005 and amended 2009 shall be in effect until September 30, 2029, except for any revenue allocation proceeds received in calendar year 2029.

The SURA may determine an earlier terminate date:

1. When the Revenue Allocation Area plan budget estimates that all financial obligations have been provided for, the principal and interest on such moneys, indebtedness, and bonds have been paid in full and the SURA has determined no additional project costs need be funded through revenue allocation financing, the allocation of revenues under Section 50-2908, Idaho Code, shall thereupon cease; any moneys in such fund or funds in excess of the amount necessary to pay such principal and interest shall be distributed to the affected taxing districts in which Revenue Allocation Area is located in the same manner and proportion as the most recent distribution to the affected taxing districts of the taxes on the taxable property located within the Revenue Allocation Area; and the powers granted to the urban renewal agency under Section 50-2909, Idaho Code, shall thereupon terminate.
2. In determining the termination date, the 2010 Plan shall recognize that the SURA shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the 2010 Plan.
3. For the fiscal year that immediately predates the termination date, the SURA shall adopt and publish a budget specifically for the projected revenues and expenses of the 2010 Plan and make a determination as

to whether the Revenue Allocation Area can be terminated before January 1 of the termination year pursuant to the terms of Section 50-2909(4), Idaho Code. In the event the SURA determines that current tax year revenues are sufficient to cover all estimated expenses for the current year and all future years, by September 1, the SURA shall adopt a resolution advising and notifying the local governing body, the county auditor, and the State Tax Commission, recommending the adoption of an ordinance for termination of the Revenue Allocation Area by December 31 of the current year, and declaring a surplus to be distributed as described in Section 50-2909, Idaho Code, should a surplus be determined to exist. The SURA shall cause the ordinance to be filed with the office of the county recorder and Idaho State Tax Commission as provided in Section 63-215, Idaho Code.

4. Upon termination of the revenue allocation authority of the 2010 Plan, to the extent the SURA owns or possesses any assets, the SURA shall dispose of any remaining assets by granting or conveying such assets to the City of Sandpoint.

SECTION 4 **SEVERABILITY**

The provisions of this 2010 Plan are hereby declared to be severable and if any provision of this 2010 Plan or the application of such provision to any person or circumstance is declared invalid for any reason, such declaration of the application shall not affect the validity of remaining portions of this 2010 Plan.

SECTION 5 **ATTACHMENTS, EXHIBITS, and TABLES**

All attachments and table referenced in this 2010 Plan are attached and incorporated herein by their reference. All other documents referenced in this 2010 Plan but not attached are incorporated by their reference as if set forth fully.

SECTION 6 **PROCEDURES FOR AMENDMENT**

This 2010 Plan may be further modified at any time by the SURA, provided that, if modified after disposition of real property in the 2010 Project Area or after execution of an owner participation agreement, the modifications must be consented to by the developer or developers or their successor or successors of such real property whose interest is substantially affected by the proposed modification. Where the proposed modification will substantially change this 2010 Plan, the modifications must be approved by the Sandpoint City Council in the same manner as this 2010 Plan. Substantial changes shall be regarded as revisions in project boundaries; land uses permitted, land acquisition, and other changes which would substantially change the objectives of this 2010 Plan.

Attachment 1

The City hereby approves the amendment (Ordinance No. 1222 dated December 16, 2009) to the Northern Urban Renewal Area to include the following described lands:

NORTHERN URBAN RENEWAL AREA LEGAL DESCRIPTION

Section 1: The City hereby approves the amendment to the Northern Urban Renewal Area to include the following described lands:

A Tract of land lying in a portion of Sections 3, 9, 10, 15 and 16, all in Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho, more particularly described as follows:

Commencing at the Southeast Corner of said Section 15; Thence, **South 89°54'00" West, 1826.54 feet**, along the South line of said Section 15, to a point of Intersection with the existing West Right of Way Line of the Spokane International Railroad, said point of Intersection being the **TRUE POINT OF BEGINNING**;

Thence, continuing **South 89°54'01" West, 844.04 feet**, along said South Section Line, to a point of Intersection with the existing West Right of Way Line of North Boyer Avenue;

Thence, leaving said South Section Line, **North 00°00'35" East, 680.91 feet**, along the existing West Right of Way Line of said North Boyer Avenue, to a point of Intersection with the existing South Right of Way Line of Spruce Street;

Thence, **North 90°00'00" West (WEST), 370.35 feet**, along the existing South Right of Way Line of said Spruce Street, to a point of Intersection with the existing West Right of Way Line of Forest Avenue.

Thence, **North 00°44'27" West, 420.05 feet**, along the existing West Right of Way Line of said Forest Avenue, to a point of Intersection with the existing North Right of Way Line of Chestnut Street;

Thence, **North 89°59'54" East (EAST), 375.85 feet**, along the existing North Right of Way Line of said Chestnut Street, to a point on the existing West Right of Way Line of said North Boyer Avenue;

Thence, **North 00°00'35" East, 209.90 feet**, along the existing West Right of Way Line of said North Boyer Avenue, to the Northeast Corner of Block 2 of *GRAHAM'S ADDITION*, as shown on the Plat thereof, recorded in Book 1 of Plats, at Page 78, records of Bonner County, Idaho;

Thence, **North 89°53'55" West (WEST), 1098.58 feet**, along the North Boundary Line of said *GRAHAM'S ADDITION*, to a point on the existing West Right of Way Line of Ruth Avenue;

Thence, **North 00°44'27" West, 92.06 feet**, along the existing West Right of Way Line of said Ruth Avenue, to a point on the existing South Right of Way Line of Walnut Street;

Thence, **North 90°00'00" West (WEST), 1544.00 feet**, along the existing South Right of Way Line of said Walnut Street and the South Right of Way Line extended West, of said Walnut Street, to a point on the existing West Right of Way Line of Division Street;

Thence, **South 00°00'45" East, 655.52 feet**, along the existing West Right of Way Line of said Division Street, to a point of Intersection with the existing North Right of Way Line of Spruce Street;

Thence, **North 90°00'00" West (WEST), 2078.13 feet**, along the existing North Right of Way Line of said Spruce Street, to a point on the existing Easterly Right of Way Line of the Great Northern Railroad Main Track;

Thence, **North 18°16'46" East, 348.97 feet**, along said Railroad Right of Way Line, to the Northwest Corner of a certain Parcel of land designated by the Bonner County Tax Assessor's records as T10, Bonner County School District Property;

Thence, **North 90°00'00" East (EAST), 1968.60 feet**, along the North boundary of said Parcel, to a point on the existing West Right of Way Line of said Division Street;

Thence, **North 00°00'45" West, 1226.09 feet**, along the existing West Right of Way Line of said Division Street, to a point of Intersection with the Northerly Right of Way Line of the Great Northern Railroad Spur Line;

Thence, Northwestery along said Northerly Right of Way Line the following two (2) described courses:

1. **North 79°10'08" West, 859.13 feet**,
2. Northwestery, along a **595.00 foot Radius Curve Right** (the **Chord** of which bears **North 53°04'55" West, 523.28 feet**) through a Central Angle of 52°10'26", an arc distance of 541.81 feet, to a point on the existing Easterly Right of Way Line of the Great Northern Railroad Main Track;

Thence, leaving said Northerly Right of Way Line of the Great Northern Railroad Spur Line, Northerly, along the existing Easterly Right of Way Line of said Great Northern Railroad Main Track, the following three (3) described courses:

1. **North 15°16'20" East, 3956.25 feet**, to an angle point,
2. **South 89°56'00" West, 156.01 feet**, to an angle point,
3. **North 15°53'04" East, 1330.08 feet**, to a point of Intersection with the existing South Right of Way Line of Mountain View Loop Road;

Thence, leaving said Railroad Right of Way Line, **South 89°27'51" West, 621.20 feet**, along the existing South Right of Way Line of said Mountain View Loop Road, to a point of Intersection with the West Line extended South of the East Half of the Southeast Quarter of the Northeast Quarter (E½SE¼NE¼) of the above-mentioned Section 9;

Thence, leaving said existing South Road Right of Way Line, **North 00°03'00" West, 1366.22 feet**, along said West Line extended and West Line of said E½SE¼NE¼, to the Northwest Corner thereof;

Thence, **North 89°56'00" East, 660.00 feet**, along the North Line of said E½SE¼NE¼, to the Northeast Corner thereof;

Thence, **North 00°03'00" West, 50.80 feet**, along the East Line of said Section 9, to a point of Intersection with the existing Southerly Right of Way Line of Woodland Drive;

Thence, crossing over Woodland Drive, **North 60°01'25" East, 50.00 feet**, to a point on the existing Northerly Right of Way Line of said Woodland Drive;

Thence, Easterly, along the existing Northerly Right of Way Line of said Woodland Drive, the following two (2) described courses:

1. Southeasterly, along a **100.00 foot Radius Curve Left** (the **Chord** of which bears **South 60°09'18" East, 100.54 feet**) through a Central Angle of 60°21'25", an Arc distance of **105.34 feet**, to a point,
2. **North 89°40'00" East, 215.62 feet**, to a point of Intersection with the existing Easterly Right of Way Line of the above-mentioned Great Northern Railroad;

Thence, leaving said existing Northerly Road Right of Way Line, Northerly, along said existing Easterly Railroad Right of Way Line, the following five (5) described courses:

1. **North 12°43'42" East, 1326.91 feet**, to an angle point,
2. **South 89°40'00" West, 51.71 feet**, to an angle point,
3. **North 10°00'00" East, 544.30 feet**, to an angle point,

4. **South 81°47'46" East, 100.05 feet**, to an angle point,
5. **North 10°00'00" East, 815.02 feet**, to a point of Intersection with the North line of the South Half of the Southwest Quarter (S½SW¼) of the above-mentioned Section 3;

Thence, **North 89°40'00" East, 1700.31 feet**, along the North line of said S½SW¼, to a point of Intersection with the existing West Right of Way Line of said North Boyer Avenue;

Thence, **South 00°01'11" East, 1292.44 feet**, along the existing West Right of Way Line of said North Boyer Avenue, to a point on the existing North Right of Way line of Schweitzer Cutoff Road, extended West;

Thence, leaving said existing West Right of Way Line of North Boyer Avenue, **North 89°40'00" East, 1350.12 feet**, along the extended North Right of Way Line and the existing North Right of Way Line of said Schweitzer Cutoff Road, to a point of Intersection with the East Line of the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of said Section 3;

Thence, leaving said existing North Right of Way Line of Schweitzer Cutoff Road, **South 00°02'57" East, 687.59 feet**, along the East Line of the SW¼SE¼ of said Section 3 and the East Line of the North Half of the Northwest Quarter of the Northeast Quarter (N½NW¼NE¼) of the above-mentioned Section 10, to the Southeast Corner of said N½NW¼NE¼;

Thence, **South 89°40'00" West, 614.21 feet**, along the South line of said N½NW¼NE¼, to a point of Intersection with the Northwesterly Property Line of the Sandpoint, Bonner County Airport Property;

Thence, **South 31°37'38" West, 1366.97 feet**, along the Northwesterly Property Line of said Sandpoint Airport, to a point of Intersection with the East Right of Way Line of the vacated portion of the above-mentioned North Boyer Avenue;

Thence, **South 00°27'00" East, 3430.19 feet**, along the East line of that vacated portion and the existing East Right of Way Line of said North Boyer Avenue, to a point on the existing North Right of Way Line of Mountain View Drive;

Thence, leaving said existing East Right of Way Line of North Boyer Avenue, **North 89°40'00" East, 968.54 feet**, along the existing North Right of Way Line of said Mountain View Drive, to the Southwest Corner of Lot 1 of *PIETSCH SUBDIVISION*, as shown on the Plat thereof, recorded in Book 6 of Plats, at Page 93, records of Bonner County, Idaho;

Thence, leaving said existing North road Right of Way Line, **South 00°20'00" East, 30.00 feet**, to a point on the South Line of the above-mentioned Section 10;

Thence, **North 89°40'00" East, 780.25 feet**, along said South Section Line, to a point of Intersection with the centerline of Sand Creek;

Thence, leaving said South Section Line, Southerly, along the centerline of said Sand Creek, the following six (6) described courses:

1. **South 09°21'56" West, 97.30 feet**,
2. **South 41°22'28" West, 57.51 feet**,
3. **South 53°08'59" West, 392.56 feet**,

4. **South 46°20'44" West, 349.30 feet,**
5. along a 195.04-foot radius curve left,(the Chord of which bears **South 14°39'12" West, 201.38 feet**) through a central angle of 62°09'48", an Arc distance of 211.61 feet;
6. **South 41°16'20" East, 294.80 feet,** to a point of Intersection with the existing Westerly Right of Way Line of the above-mentioned Spokane International Railroad;

Thence, leaving the centerline of said Sand Creek, Southerly, along said existing Westerly Railroad Right of Way Line, the following four (4) described courses:

1. **South 40°48'04" West, 424.07 feet,**
2. Southwesterly, along a 948.06 foot Radius Curve Left (the Chord of which bears **South 20°22'24" West, 663.16 feet**) through a Central Angle of 40°56'37", an Arc distance of 677.48 feet,
3. **South 00°05'55" East, 970.83 feet,** to an angle point,
4. **South 00°40'21" East, 2354.18 feet,** to the **TRUE POINT OF BEGINNING.**

NORTHERN REVENUE ALLOCATION AREA LEGAL DESCRIPTION

The City hereby approves the amendment (Ordinance No. 1222 dated December 16, 2009) to the Northern Urban Renewal Revenue Allocation Area to include the following described lands:

A Tract of land lying in a portion of Sections 10 & 15, all in Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho, more particularly described as follows:

Commencing at the Southeast Corner of the above-mentioned Section 10, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho;

Thence **South 89°40'00" West, 2681.24 feet,** along the South Line of said Section 10, to a point of intersection with the existing West Right of Way Line of North Boyer Avenue, said point of Intersection being the **TRUE POINT OF BEGINNING;**

Thence, leaving said South Section Line, North 00°00'49" East, a distance of 30.00 feet to a point on the existing East Right of Way Line of North Boyer Avenue,

Thence **North 89°40'00" East, a distance of 50.00 feet** to the East Right of Line of North Boyer Avenue;

Thence **North 00°27'00" West, 3430.19 feet,** along the existing West Right of Way Line of said North Boyer Avenue, to a point;

Thence, **North 66°16'15" West, a distance of 421.71 feet;**

Thence **North 00°00'00" West, a distance of 302.81 feet** to the south right-of-way line of Woodland Drive;
Thence along said south right-of-way, **South 89°40'00" West, a distance of 1035.12 feet** to the westerly right-of-way line of Samuelson Avenue extended south to said south right-of-way line of Woodland Drive;

Thence **North 00°06'11" East, a distance of 50.01** to a point on the north right of way line of Woodland Drive and the westerly right of way line of Samuelson Avenue;

Thence **North 00°06'11" East** along said along said westerly right-of-way line, a distance of **1292.67 feet** to the north line of said Section 10;

Thence along said North line, **North 88°18'55" East, a distance of 100.05 feet** to the east right-of-way line of Samuelson Road;

Thence **North 00°02'45" West** along said east right-of-way line, a distance of **1320.02 feet** to the North line of the South half of the Southwest Quarter of Section 3, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho;

Thence along said North line, **South 89°40'00" West, a distance of 400.59 feet** to the east right-of-way of Great Northern Railway;

Thence southwesterly along said east right-of-way the following 5 (five) courses:

1. **South 10°00'00" West, a distance of 815.02 feet;**
2. **North 81°47'51" West, a distance of 100.05 feet;**
3. **South 10°00'00" West, a distance of 544.30 feet** to the south line of said Section 3 and the north line of said Section 10;
4. **North 89°40'00" East, a distance of 51.71 feet;**
5. **South 12°43'42" West, a distance of 1326.91 feet** to a point on the north right-of-way line of Woodland Drive and the east right-of-way line of Great Northern Road extended;

Thence **South 12°43'42" West, a distance of 1380.97 feet;**

Thence **North 90°00'00" West, a distance of 67.75 feet;**

Thence **South 15°53'04" West, a distance of 42.78 feet;**

Thence **South 15°53'04" West, a distance of 1330.08 feet;**

Thence **North 89°56'00" East, a distance of 156.01 feet;**

Thence **South 15°16'20" West, a distance of 1369.86 feet** to the south line of Section 9;

Thence along said south line, **North 89°49'50" East, a distance of 609.95 feet** to the southeast corner of said Section 9;

Thence along the south line of Section 10, **North 89°49'50" East, a distance of 486.32 feet** to the west property line of the Bonner County Airport;

Thence **South 31°36'20" West, a distance of 926.65 feet**, along the westerly Line of said Airport Property, to a point on the West Line of said Section 15;

Thence **South 00°03'00" East, a distance of 1827.25 feet**, along the West Line of said Section 15, to a point of Intersection with the existing North Right of Way Line of Baldy Mountain Road;

Thence, **North 89°36'50" East, a distance of 2021.85 feet**, along the existing North Right of Way Line of said Baldy Mountain Road;

Thence leaving said North right-of-way, **South 00°18'19" West, a distance of 793.45 feet** to the centerline of Great Northern Railway Spur right-of-way line;

Thence **North 79°13'23" West, a distance of 529.99 feet** along said centerline to the west right-of-way of Ruth Avenue extended;

Thence **South 00°44'27" East, a distance of 670.93 feet;**

Thence **North 89°53'55" East, a distance of 1158.58 feet** to a point on the east right-of-way line of Boyer Avenue;

Thence along said east right-of-way line, **South 00°00'35" West, a distance of 1290.48 feet** to the north right of way line of Larch Street;

Thence **North 90°00'00" East** along said north line, a distance of **486.05 feet** to a point on a west alley line;

Thence **North 00°00'41" East** along said west alley line, **a distance of 85.00 feet** to a point on the north line of a parcel;

Thence **North 90°00'00" East** along said north line, **a distance of 127.00 feet;**

Thence **North 26°51'44" East, a distance of 88.56 feet** to the north line of a parcel;

Thence **South 89°59'55" East** along said north line, **a distance of 130.95 feet;**

Thence **North 00°43'44" West, a distance of 1458.20 feet;**

Thence **North 00°47'18" East, a distance of 713.34 feet;**

Thence **North 66°56'05" West, a distance of 886.17 feet** to the west right-of-line of North Boyer Avenue;

Thence, **North 00°00'49" West, a distance of 2617.69 feet,** along the existing West Right of Way Line of said North Boyer Avenue, to the **TRUE POINT OF BEGINNING.**

EXCEPT

The following tracts of land lying in a portion of the Southwest Quarter of Section 10, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho and more particularly described as follows:

Lots 1, 2, 3, and 4, Warehouse Short Plat as recorded in Book 6 of Plats at Page 136, records of Bonner County, Idaho;

And

Lots 1,2,3,4,5,6,7,8 and 9, Replat of Lot 1, Sandpoint Airpark as recorded in Book 6 of Plats at Page 175, records of Bonner County, Idaho;

And

Lots 2A and 2B, of the Replat of Lot 2, Johnson, Cox, Hamilton Short Plat and Lot 2, Sandpoint Airpark as recorded in Book 9 of Plats at Page 77, records of Bonner County, Idaho;

Attachment 2

Economic Feasibility for the Northern Urban Renewal Area

Attachment 4

Project Evaluation Criteria

One of the objectives of this 2010 Plan is to create an attractive pedestrian environment in the 2010 Project Area. Therefore, developers shall give consideration to good design, and amenities to enhance pedestrian travel and the aesthetic quality of the 2010 Amend and Restated Project Area. Additional design standards or controls may be implemented through the provisions agreements or by appropriate covenants appended to the land and instruments of conveyance executed thereto. These controls would be in addition to any standard and provisions of any applicable City ordinances or building codes, and conformance to the Comprehensive Plan.

Each project is judged on its own merit; therefore no specific weight is given to any of the criteria listed below. As a method of measuring the public benefit derived from the project, the SURA will evaluate proposed projects based on the following criteria. Note: these are not listed in any particular order of importance:

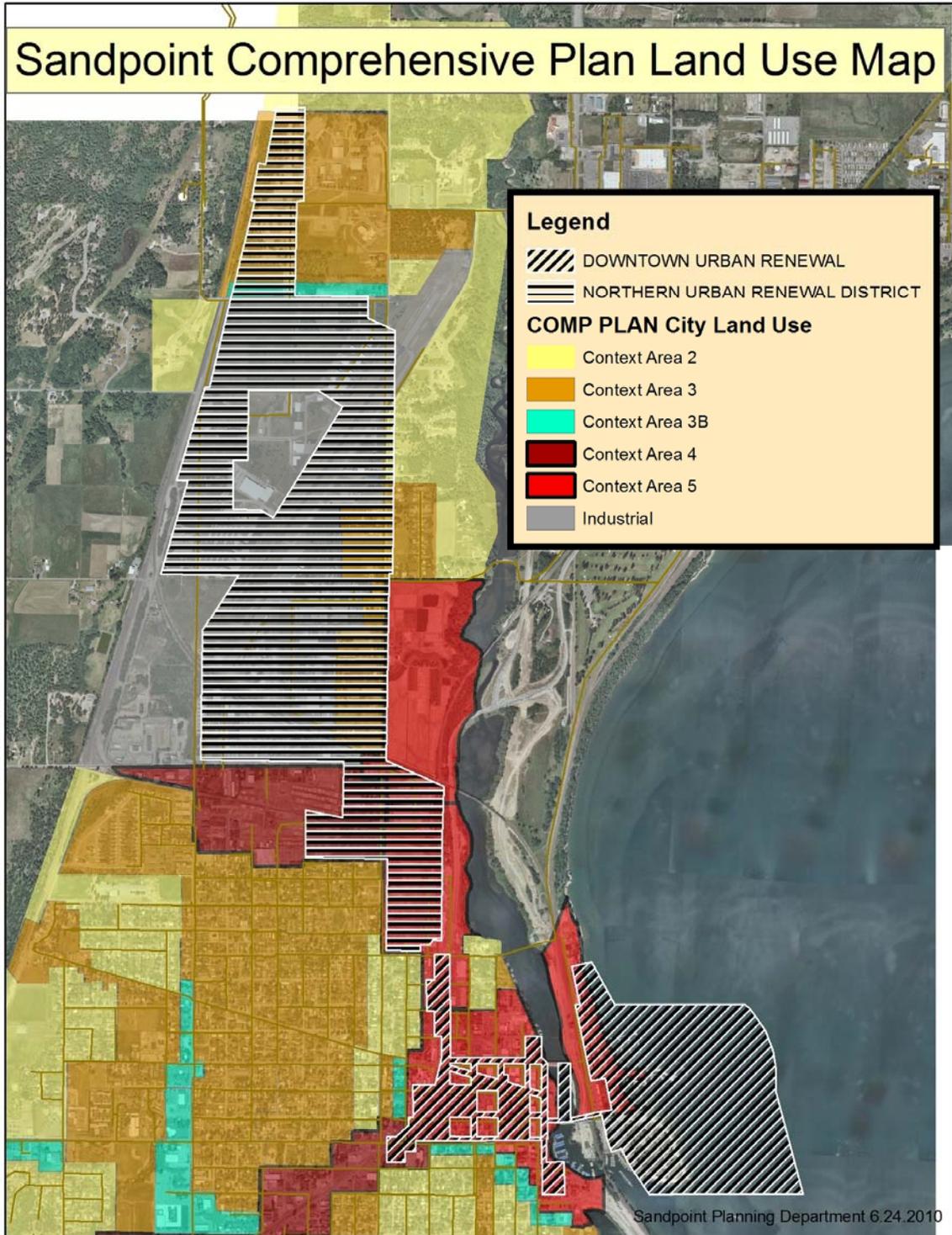
- Economic Stimulus-The amount of economic activity to be generated by the project is assessed, as well as the leverage ratio of public to private investment. All application should contain credible, measurable information substantiating the project's economic stimulus.
- Tax Generation-The increase in taxable value associated with the proposed project as measured in tax increment generation.
- Employment -Total employment generated (or retained) by the project including permanent and part-time jobs, and construction jobs.
- Urban housing-Will the project promote and/or create affordable/workforce housing?
- Elimination of Deteriorated Conditions-The project's direct and indirect impact on eliminating the physical and fiscal deterioration within the urban renewal district and surrounding community. Improvement to public infrastructure (including but not limited to public right of way, sidewalks, parking, lighting, public safety, utilities, etc.).
- Special or Unique Opportunities-The extent to which the project represents a unique opportunity, meets a special need, or addresses specific SURA or community goals, i.e. public art.
- Impact Assessment-The environmental impacts of the project, the project design, and impact on existing businesses or residents.
- Financial Assistance-Other forms of financing available to the Applicant. Lender participation and state/federal grant monies, for example, are examined to assess the need for SURA partnership funding assistance.
- Project Feasibility-A determination of feasibility is made based on the strength of the Applicant's demonstration of both market demand and financial strength of the project.
- Developer Ability to Perform-An assessment of the Applicant's capability to undertake the relative complexities of the project based on past performance on similar projects.
- Timely Completion-The feasibility of completing the project according to the Applicant's project schedule.
- Payment of Taxes-All property taxes and special assessments on the project property must be paid to date.
- Justification for SURA funding-Why does your project need SURA partnership funding?

Understandably every project is different and therefore flexibility in evaluation is required. SURA board members are directed to weigh projects in a comprehensive fashion. For example, a project may meet one particular criterion, but meet no others whereas another project may meet a majority of the criteria but not meet any particular criteria

very well. The evaluation process will always require the independent, sound judgment by the Board and require a measurement of cost versus benefit to the urban renewal area and the community as a whole.

Attachment 5

Map depicting Expected Land Uses and Current Zoning within Revenue Allocation Area and 2010 Project Area.



CA-2 is the lowest density development pattern located in the City, characterized by Sandpoint's historic single-family neighborhoods set on a traditional street grid with small Accessory Dwelling Units, an urban forest, active alleys, on-street and alley parking, 2009 Sandpoint Comprehensive Plan 4•3 walk-able streets and a variety of housing types intermixed on the same street. Individual structures should respect the scale and character of the built environment with the bulk, mass and architecture of new structures being harmonious with existing residences in their vicinity. Neighborhoods such as those comprising South Sandpoint or in the vicinity of Sixth Avenue for example already feature CA-2- style development and are identified as such on the comprehensive plan map. Similarly, areas to the north and east of the airport, given their existing form and distance from the City's center, are designated CA-2 in this comprehensive plan. Beyond the City, much of the ACI immediately adjacent to CA-2 designations within city limits has been designated CA-2, to facilitate a more seamless transition should those areas be annexed in the future.

CA-3 development patterns increase the density of housing through the use of smaller lot sizes, smaller setbacks, options for shared open space and the inclusion of attached and detached multi-family units. CA-3 supports the traditional street grid pattern, sidewalks and walk-able proximity to services exemplified by many of Sandpoint's traditional neighborhoods. CA-3 is limited to residential uses only. The bulk, mass and architecture of multi-family and single family units should seamlessly integrate with one another, encouraging a balanced streetscape where no one structure or development dominates. This pattern exists or is designated primarily in the area bounded by Boyer, Lincoln, Lake and Spruce Streets, and serves to buffer CA-2 neighborhoods and CA-4 centers. Within city limits, this designation reflects the on-the-ground densities and uses including collections of duplexes, and high density housing along Main and Division.

CA-3B (Business Overlay) development patterns are identical to CA-3 patterns, but envision mixed-use, neighborhood-compatible retail. These areas are typified by pedestrian focused activities such as, salons, coffee shops, and residentially-scaled professional or institutional offices. All commercial structures should have a residential component to prevent these areas from becoming vacant islands of inactivity after the close of business hours. CA-3B designations are established on the comprehensive plan map where such patterns already exist, or may aid to buffer or provide continuity between future higher-intensity areas, such as along Division north and south of Highway 2.

CA-4 pattern areas generally match those of CA-3B, but increase density by emphasizing two and three-story mixed-use and attached townhome-style residences. CA-4 areas are intended as vibrant secondary centers of commercial, office, and residential development, serving as neighborhood hubs for residents in neighboring CA-3 and CA-2 districts. The comprehensive plan map establishes CA-4 districts along Highway 2, between downtown and the southwestern edge of the City, and along Baldy Mountain Road between Boyer and Division. In the ACI, no CA-4 areas are envisioned.

CA-5 areas are envisioned as the primary commercial centers of the city, similar in urban pattern to CA-4 but with additional density in the form of scaled multi-story buildings housing shops and stores on the ground floor, offices on the second floor, and remaining floors dedicated to condos and apartments. CA-5 areas are envisioned as safe, pedestrian friendly and attractive places, drawing visitors and residents for community events, public art, shopping, dining and entertainment. Today, Sandpoint's downtown comes closest to exemplifying the CA-5 pattern.

Industrial-Existing Industrial designations remain largely intact under this plan, representative of the important roll that manufacturing plays in the local economy. Some industrial area has been reduced on the comprehensive plan map, south of Baldy Road, to provide for future commercial development within walking distance to residences in the vicinity.